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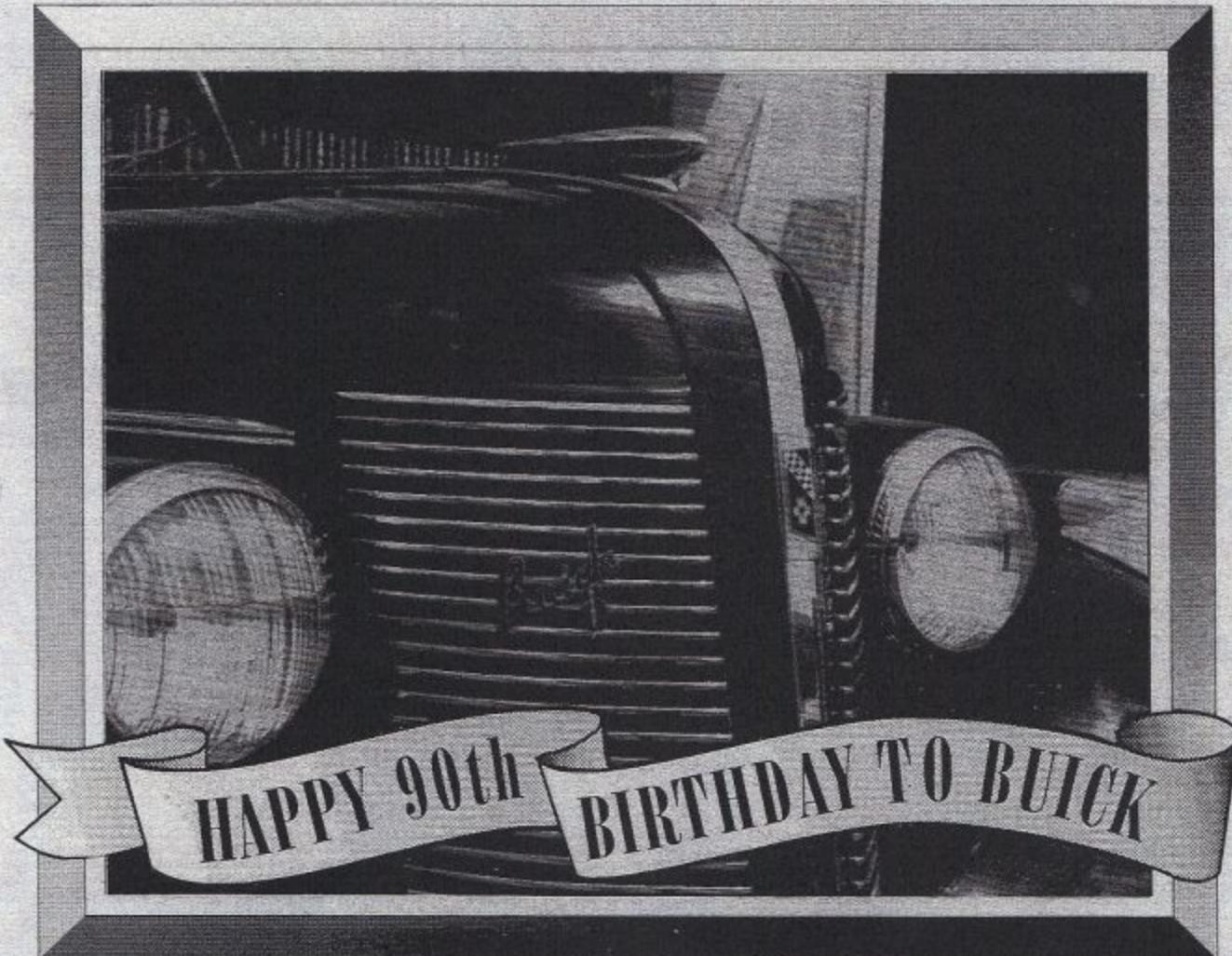
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TORQUE TUBE

THE NEWS PUBLICATION FOR MEMBERS OF THE 1937-1938 BUICK CLUB



VOLUME XI • NUMBER 6 • MAY / JUNE • 1993

BUICK
1937 1938

TORQUE TUBE

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The 9th Cylinder

The 1937-1938 Buick Club continues to grow. We recently added our one thousandth member since Dave Lewis founded the club in 1980. This honor goes to **Gene Miller** (#1000) of Des Moines, Iowa. We're over 460 active members and still growing!

The four day Yosemite ALL GM Fun Run/'37-'38 West Coast Buick Meet has come and gone. **Carl Dahl** (#868) and his wife Judy did an outstanding job of arranging everything with help from the host Capital Chapter of the BCA(Sacramento, Ca.).

Most of the vehicles were Buicks, but there were also some Oldsmobiles, Pontiacs and Corvettes. And of course our beloved 1937 and 1938 Buicks. There were four 1938 Buicks, Cecil Don's '38-67, Harry Logan's '38-66S, Saul Hoffman's '38-46 and non-member Wayne Yonce's '38-46C. Three

1937 Buicks, **George Canavan's** (#806)'37-67, **Greg Marshall's** (#148) '37-66S and non-member Dale Seeley's '37-44. Members **Jack Corliss** (#279), **Bill Schaeffer** (#622), **Carl Dahl** (#868), **George Ledger** (#750), **David Powell** (#914) and **Bob Hamro** (#775) attended without their 1937-1938 Buicks.

The highlight of the tour for me was our visit to Bass Lake where we chanced upon an antique boat meet. My favorite was a mahogany 25 foot speedboat built in 1930 out of Lake George, N.Y.

All the members who attended, reported that their cars performed well without any major problems over this 700 mile journey. **Cecil Don** (#637) was very pleased with the all-around performance of his most recent acquisition, a 1938-67 Century Four-Door Streamline Sports Sedan.



All lined up for afternoon inspection are three beautiful '38 Buicks. **Cecil Don's** (#637) '38-67, **Harry Logan's** (#651) '38-66S and **Saul Hoffman's** (#666) '38-46 at the Miner's Inn in Mariposa, Ca.



FOUNDED IN 1980 BY DAVE LEWIS



Jerry Myers (#934) tells me the Washington, D.C. Metro Chapter of the BCA is sponsoring the 18th annual All-Buick show at the Holiday Inn in Calverton, Md. (I-95, Exit No. 29B-West, first exit north of Capital Beltway) on Saturday, August 14. Last year the show attracted 7-'37 & '38 Buicks and the "Best of Show" trophy went to a '37-40C owned by Jack Frank of Maytown, Pa. If there is enough interest, **Charles Jekofsky** (#524) would be willing to coordinate a get-together of '37 & '38 owners at the show. Contact Jerry at (703) 573-6850 or **Andrew Diem** (#852) at (202) 364-8115 for more information.

Three issues back, I wrote a story about a "Century Discovered in a Warehouse." The car's owner, Bill Starr, phoned to say he did not like some of my comments. Bill, please accept my apologies for any objectionable comments in the article.

Recently, I purchased a '38 Owners Manual in its original envelope that has notes by the first owner as well as the Owner Service Policy. These documents indicate the car was a '38 Special, Model 41 sold in Detroit, Michigan on July 30, 1938 to Marie Raupp. The serial (frame) number was 13388142 and the engine number was 43572632. If any member owns this car and would like to buy these items at my cost, please give me a call.

The cover car on the last issue of the **Torque Tube** featured a 1937 Century Convertible Coupe owned by **Von Hardesty** (#964). **Bill Olson** (#427) wrote saying I should have mentioned that the rear window was not correct, so that people restoring convertibles would not use it as a guide.

Several issues back (Vol. XI, No. 3), **Guy Bennett** (#161) wrote the definitive article on convertible top windows and the correct one is shown on page 16 of that issue. You should review that article before restoring your convertible top.

The Roster Editor, **Jim Flack** (#499), the Art Director, **Dug Waggoner** (#10), and your Editor are working on the 1993 Club Roster. We will mail it with the next issue of the **Torque Tube**.

Please check the envelope this issue came in. The mailing label will show your expiration date in the upper right hand corner. If it says '93 as most will, this means your subscription expires with the next issue. This will be the July/August 1993 issue and will contain a renewal form for you to fill out and mail in with your check if you wish to continue receiving the **Torque Tube**.

Please accept our apologies for getting this May/June issue of the **Torque Tube** out so late. There are several reasons for this. One is that this magazine is produced in 3 locations. The writing, photography, editing and mockup are done in Los Altos, Ca., layout, design, typesetting and assembly in Berkeley, Ca. and the printing and mailing in Columbus, Ohio.

Another thing is that our art director who designs each issue, is a professional who earns his living doing this sort of thing on a daily basis, and his clients have priority.

We are trying very hard to catch up with production however late issues may happen again.

Rest assured, we have not dropped you from our mailing list. You will get your **Torque Tube**. Thanks for your patience and understanding.



TORQUE TUBE

The **TORQUE TUBE** is published bi-monthly for the enjoyment of the 1937-1938 Buick Club. Membership dues are \$30.00 per year US, \$31.00 (US) per year Canada; for overseas and multi-year rates please contact the editor. All memberships run from September 1 to August 31 of the next year. Dues are not prorated; however, persons joining during a membership year prior to June 1 receive all issues since the preceding annual starting date of September 1.

Please send all articles, ads subscriptions and inquiries, etc. to:

THE TORQUE TUBE

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1993 EASTERN MEET AUGUST 19-20-21

By Lou Wildt (#245)

Club members who plan to take this late summer tour will travel through the Ohio River Valley in Southwestern Ohio and Northern Kentucky. Our base will be the Ramada Inn in Maysville, KY., approximately 60 miles east of Cincinnati. We plan to tour on Friday and Saturday and each day will be about a 60 mile drive. We plan to start early each morning and to complete the tour by early afternoon so that there is time to take in the walking tours, antique shops, museums or what ever you desire. Maysville, Washington and Augusta in

Kentucky and Ripley in Ohio are old towns along the river with a lot of old buildings on the historic register. There are scores of antique and craft shops, museums and quaint restaurants.

Lou plans to arrive Thursday afternoon August 19. He will need your reservations by early August so that he can complete plans and send out maps and literature and hopefully a list of those planning to attend. **If you plan to attend, please make your reservations at the Ramada Inn (606) 564-6793 and send in the registration form ASAP.**

1937-1938 BUICK CLUB EASTERN MEET REGISTRATION

Name _____ Spouse _____

Address _____

City _____ State _____ Zip _____ Phone () _____

Tour Car, Year / Mode _____

Fri. 8/20 Tour: Number of people _____

Tour Registration:

\$5.00

Sat. 8/21 Tour: Number of people _____

Any excess after expenses

will go to the club.

Make checks payable to:

Lou Wildt (#245)

2210 Trappers Knoll
Batavia, Ohio 45103

Host Motel:

Ramada Inn, P.O. Box 158, 84 Moody Drive, Maysville, Ky. 41056. Phone (606) 564-6793
Make reservations directly with the motel. Mention 1937-1938 Buick Club. Rates \$43 single, \$49 double plus tax. Ramada Inn will hold 15 rooms until August 3rd.

COVER CAR

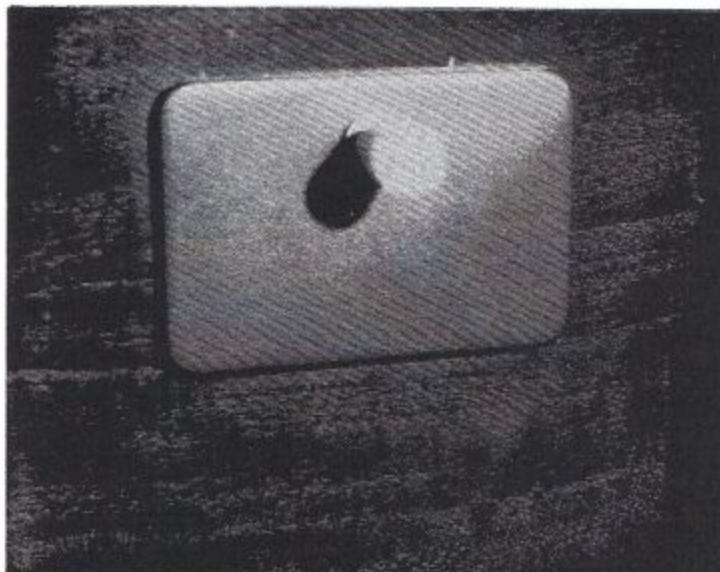
A very original 1937 Buick Special Business Coupe Model 46 belonging to Ken Hawkins, the owner of Distinctive & Affordable Motor Cars in La Jolla, Ca. A factory side mounted business coupe is rare, I've only seen one before and that was a 1938. See the article below on this interesting automobile.

KEN'S KAPTIVAT'N KARLOT



After inspecting this great 1937 Business Coupe I found it all original including the black paint (with some cracking on the drivers door), upholstery, woodgraining, rubber floor and trunk mats, side mounts, rear bumper gravel guard and leaf spring covers. The car must have been well cared for and spent its life in sunny California as it is very good condition and well preserved. Over many long years of care a car

will deteriorate but I could see that the rubber floor mats, kick board, upholstery, woodgraining, instrument panel, radio, heater were in fine shape. The starter solenoid still has it's original rubber boot and the timing cover is in place on the bell housing. It even has original horn relay, coil, running board antenna lead in cable and 5 terminal voltage regulator. The only non-1937 Buick items I notice were the carburetor and 1938 steering wheel with a 1937 horn button. The speedometer read 21,129 miles.



The ID tag shows that the car is a model 46, style '37-4427B which is listed as a business coupe. The trim or upholstery is number 300 which is Tan Bedford Cord. The paint is number 500 for Imperial Black. Notice the ID tag was painted the body color at the factory. You often see Buicks today with shiny aluminum ID tags, but a factory original tag was painted in the body color.

Notice in the left middle photo that unlike a 1938 Buick, a 1937 Special and Century shared the same dark brown dashboard woodgraining pattern. The ash tray as well as the map light cover, steering column, gear shift lever, parking brake handle and radio cover plates were painted Marsh (dark) brown. It's called Marsh brown on my paint chip chart but I've also heard members call it just plain old Tobacco brown.

Interesting find in the trunk was a set of original tools that were still there in the car. The jack and wrench are black while the jack handle is green.

This indeed was a truly Distinctive & Affordable find.

PUMPING GAS IN THE OLD DAYS

By Ted Masilian (#883)

I read with great interest your article about the FTC in the last issue. Standard Oil used basically the same tactics.

I lived next door to a Standard Oil gas station all my single life (I am now 62 years young). It was a very small station and was closed and boarded up all through the war years. It had a car hoist outside, a large metal lube cabinet, an outside tire storage bin with a long chain and padlock to lock up the tires outside. Also there was a canopy over the three gas pumps (two Regular and one Ethel). The building itself was about 10' wide by 20' long. It had a men's room inside, a ladies room outside and a wooden coal bin in back of the building. There was a small closet inside for whatever you wanted to store such as tools, etc. and a counter in front of the bay window with a cash register. A coal stove was used to heat the place in winter.

The station was reopened after the war and the owner gave me a job after school, Saturdays and sometime Sundays. This is where I picked up my mechanical experience which turned out to be my profession for the rest of my working years until I retired at age 60.

Anyway, the Standard Oil salesman in our area would come in at least two times a month and tell the owner he had to sell so many "Atlas" tires a month, so many "Atlas" batteries, even Universal

car radios. Also a lot of other Standard Oil products too numerous to mention. We barely had enough room to turn around. The owner was constantly reminded he would be evicted if he didn't boost his sales.

There really was hardly any room for these items, let alone trying to display and sell them.

The rent was so much a month plus 2 cents on every gallon of gas sold. The owner had to do a lot of repair work to cover his expenses. The Standard Oil salesman was constantly telling the owner to cut down on repair work and start promoting their products or else!

We always had at least 20 batteries and about 30 different tires on hand, but every month the owner had to sell so many tires, batteries etc. Standard Oil didn't care if he had the room or not.

After about 8 years, the owner finally terminated his lease and took over a Mobile Oil station. There he was not forced to buy their products.

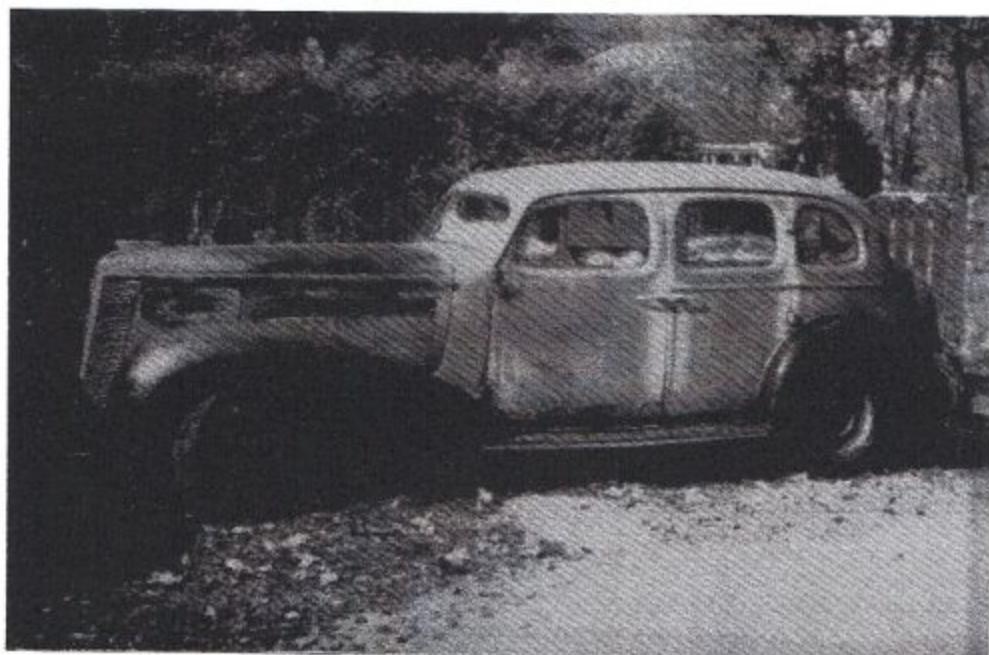
The old place was empty for about 2 years. Standard couldn't get anyone to lease it. Finally it was torn down and a new modern station built. To this day it is still a Standard Oil Station.

(Ed. This story was prompted by an article in the last issue about GM threatening dealers if they did not sell their after-market products)



BULUX REDEEMER*

By Clint Preslan (#461)

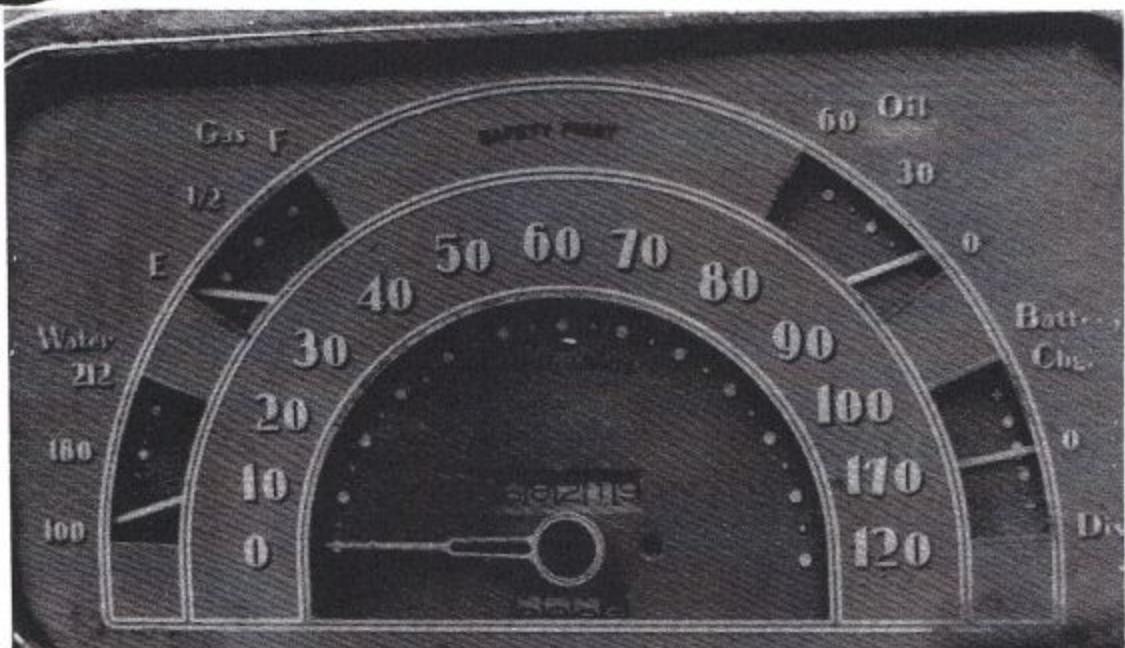


You who tend the bent straight eight,
Who repair ancient savage scars
And grind off rusted ignorance,
Seeking answers in forgotten texts
And good parts in broken boxes,
You have learned;
Wheeled dead are never dead
And dying, never die.
The aged man Science failed
Tried; could not save.
His old sedan?
Aw hell, *you can.*

*The title is a play on Stephen Foster's song, BEAUTIFUL DREAMER. "BU" is short for Buick and "LUX" in physics means the illumination of a surface one meter distant from a point source of one candle. The word "BULUX" is imprinted in the tops of 1937 Buick taillight housings, and appears in the red glass taillight lenses.

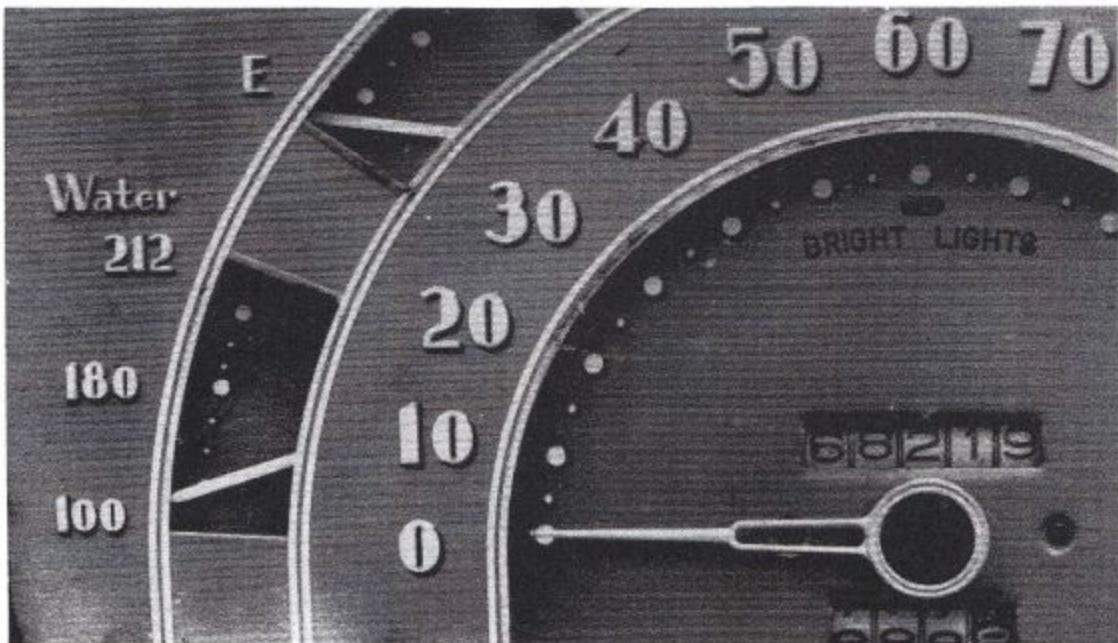
KOMPARISON KORNER

By Harry Logan (#651)



1937 INSTRUMENT PANEL

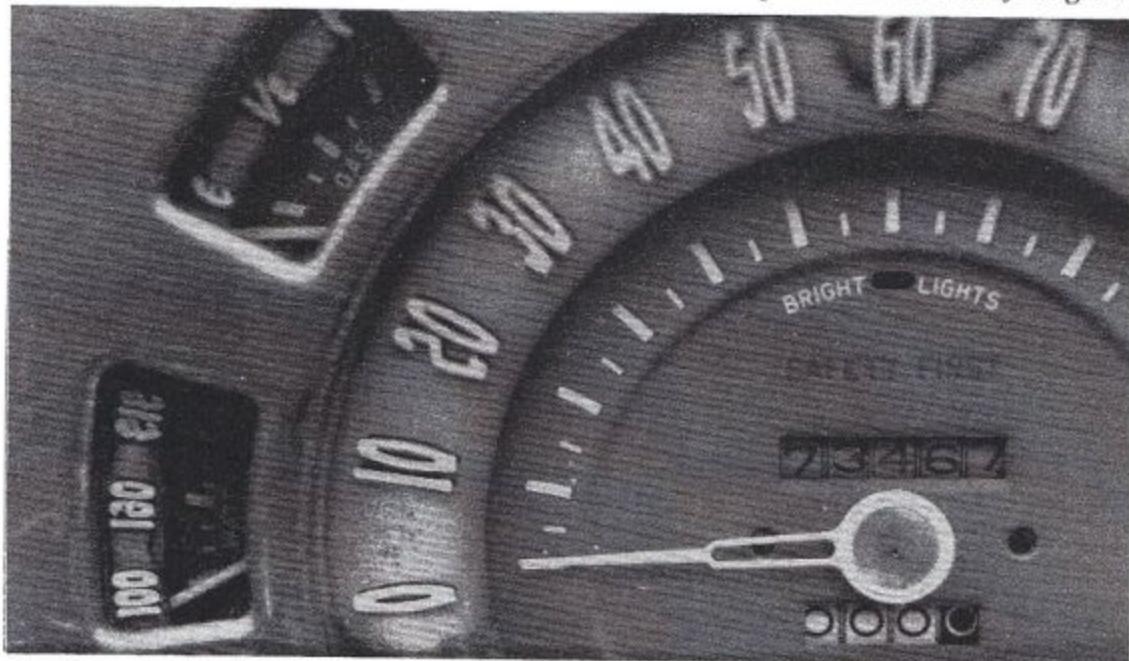
The color of the 1937 instrument panel is light gray, called Sedge Gray by Buick. Most paint chip charts do not include a chip for this color. I have several paint chip sets from different companies and only the Murphy Varnish Co. has a chip for Sedge Gray. The backside of the instrument panel will not have been exposed to the sun and you can use it to match to Sedge Gray. The instruments themselves are a darker shade of gray. I have never seen a chip for this color, so the best bet would be to match your existing color if possible. The guage numbers are printed on the back of the instrument panel glass. Reproglass for '37&'38 are available with all the numbers printed on them.





1938 INSTRUMENT PANEL

Note in 1937, Buick used dots to indicate gradations and slash marks in 1938. Because the individual instruments and the speedometer will interchange, I've seen 1938 Buicks with some 1937 instruments and visa versa. So look at the instrument carefully before replacing one to be sure the gradation marks are correct. The instrument panel color in 1938 was tan. I have never seen a paint chip for this, so you will have to match to an original instrument panel or you can use an original 1938 ash tray front panel, they are the same color. Again, Buick used dark gray for the individual instruments. As in '37, the instrument numbers were printed on the back of the glass.



LIGHTS! CAMERA! ACTION! OUR BUICKS IN THE MOVIES



How many of you have been sitting in a darkened movie theater or in front of TV when you are suddenly jolted to attention when an old automobile pops up on the screen? Comments like "What was that"? only make the mind reel in the mad dash to find your research material. It seems that in recent years that Hollywood has found fertile ground in setting story lines in period or historical venues. You would be surprised how many vehicles are available in the Los Angeles area alone to fill the need. Even in television commercials one can see images of the old cars bouncing along selling taco's to soft drinks.

In the above studio promotion photo we see an action scene from the 1946 film "THE KILLERS" starring Burt Lancaster, Ava Gardner, Edmond O'Brien

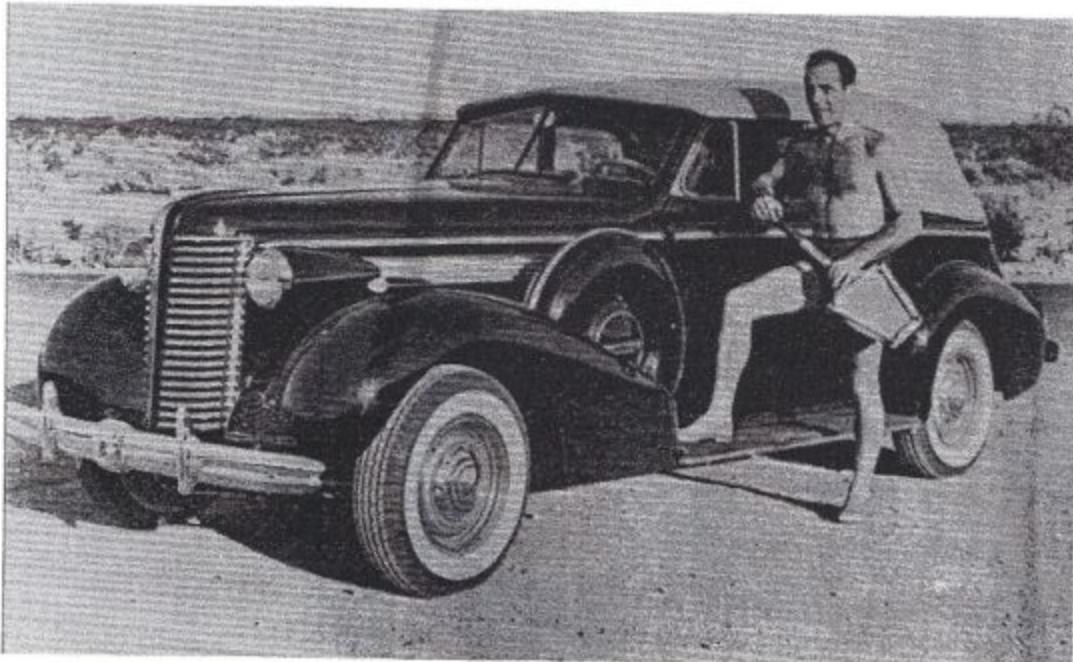
and William Conrad. The film is based on a Hemingway novel about an ex-fighter found murdered and the subsequent investigation. The story provides fireworks, shows the early success of Burt Lancaster and the film debut of Ava Gardner. This scene is after the payroll holdup, the Colfax gang make their escape by separating and going in different directions.

Terry King (#826) tells me a 1939 gangster film called INVISIBLE STRIPES shows a lot of old Buicks. It's a story about parolee George Raft trying to go straight, protecting brother William Holden from Gangster Humphrey Bogart.

The recent film sleeper "THE ROCKETEER" shows several '38 Buicks plus Fords, Lincoln's etc. It is now available in Video Stores.



This photo is from the 1938 Paramount film "Cocoanut Grove" starring Fred MacMurray, Harriet Hilliard (of Ozzie & Harriet TV fame), Eve Arden and Ben Blue with Harry Owens and his Royal Hawaiian Orchestra. This flimsy musical is about Fred MacMurray's band trying to make good at a Cocoanut Grove audition. The film has nine songs you'll never hear again! This scene shows Fred and his out of work band forming a strange motorcade (Ed. Thanks to **Gary Glazier** (#1005) La Crescenta, Ca. for sharing these old publicity photos. Gary, is the proud owner of a recently purchased 1938 66C Century Convertible.)



Actor Humphrey Bogart next to a 1938 Buick Phaeton. Perhaps this is one of the ones from the "Cocoanut Grove" film. This car must be brand new as it does not have its license plate yet. I believe it is a Special because the steering wheel is light colored. The Special steering wheels were ivory while the Century's were mahogany colored. Notice that in all these old photos, the longest part of the bumper is on top.

BUICK CITY

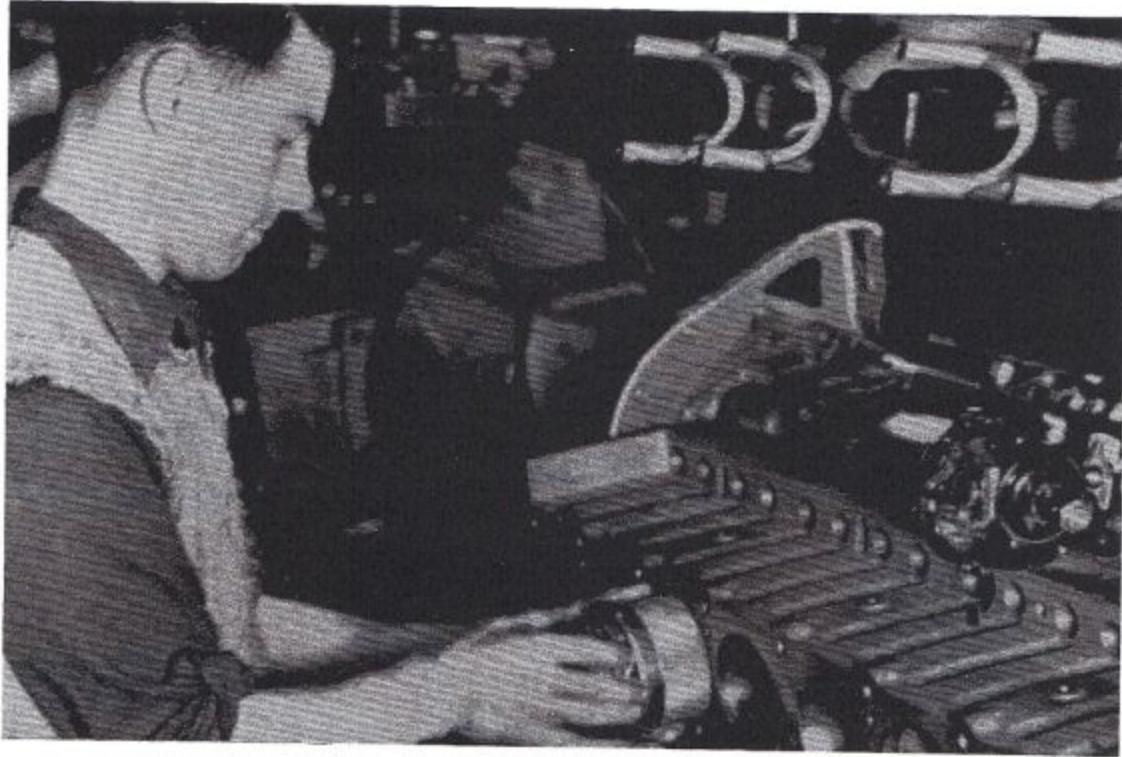
THE STORY CONTINUES



The last issue featured an article using photos from a Buick promotional magazine titled "TOOLED UP FOR VOLUME." Here are some more photos showing 1937 Buicks being assembled. "In this photo we see cylinder head with overhead valve assembly being swung into position atop the engine block". (Ed. Note the position of the round heat valve weight. It should point up (0 degrees) when the engine is cold and rotate 90 degrees clockwise when the motor is hot).

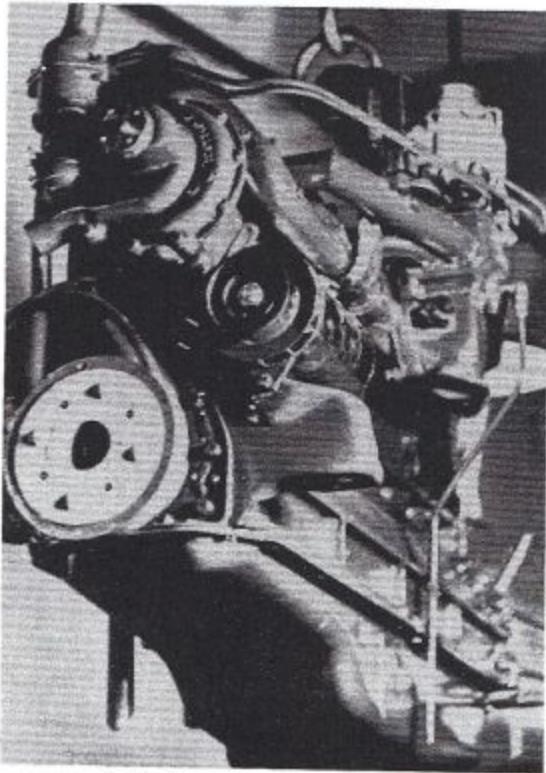


"This intent operator is attaching the oil feed pipe which will carry lubrication to the overhead assembly".



"So, with all its intricate parts prepared and ready, the important work of assembly can begin. Following color guides marked on each cylinder block, this skilled operator is fitting pistons and piston rings in balanced sets into the cylinders...making sure of proper fit and snugness between each cylinder and its piston."

BUICK'S POWER IS BUICK'S GLORY

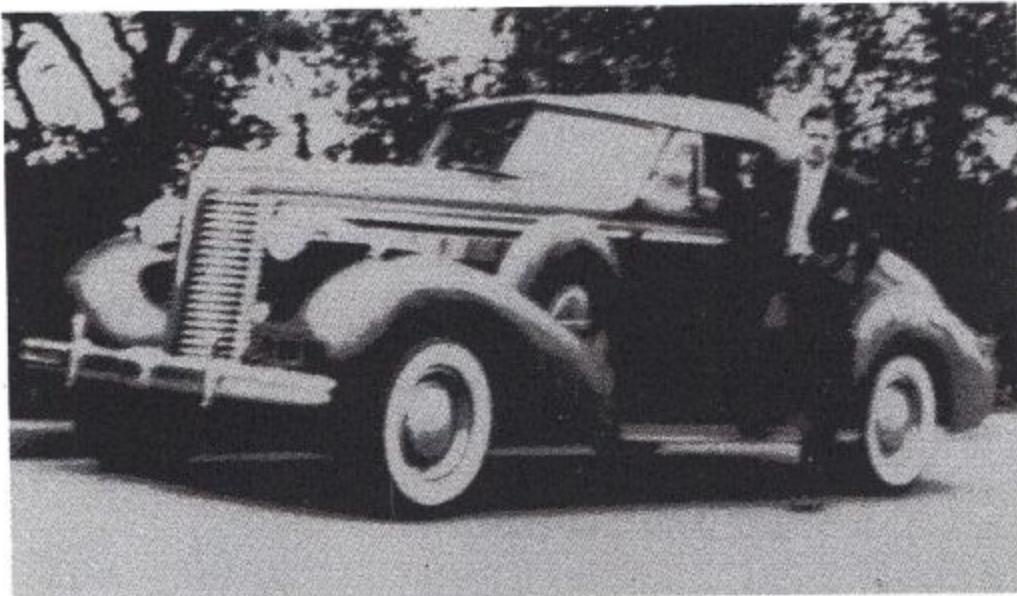


"The prime reason for Buick's extended record of dependable power and it's brilliant performance is the valve-in-head principle of engine design, steadfastly adhered to since Buick's earliest days. Utilized by all engineers when special performance characteristics are called for, this principle is in itself basically better, basically more able. But it is not only the principle that make Buick such a brilliant performer...it is experience acquired in developing it through many years, plus precision in engine manufacture which sets standards for the whole industry to emulate". (Ed. Note the way the factory routed the fuel and vacuum lines and the shape of the tube attached to the intake manifold. The elbow connector for this tube has a ball inside that allows excess gasoline to drain out from the carburetor when cranking the engine. Then when the engine starts, the vacuum in the intake manifold sucks the ball, forming a seal. This connector was used only on the Big Series engines. Also note how the generator is mounted to the front engine mount. This was changed in 1938 so that the generator hung from a bracket.)

100mph DREAM CAR

Harry Logan (#651)

I had it up to
100 once,
it was still
gaining speed.
I started to
worry about the
tires and
thought it
would be best to
slow down!"



Russell Elliott with the car in Chicago in 1940. Russell is now 86 years young and lives with his wife in Palmdale, Ca.

Every now and again we get an article that strikes a responsive cord. This is about the evolution in the ownership of a most desirable and sought after car, the 1938-66C Century Convertible Coupe.

Ron Stigler (#432) of Downers Grove, near Chicago, Illinois bought this car from a friend of mine Dick Osgood here in Los Altos, Ca. in 1981. Dick knew the car's second owner, Russell Elliott who told him this interesting story about the car.

During WWII Russell drove the car out to sunny California in 1943. He had new rings, valves ground and brakes repaired at about 80,000 miles in 1948 and a new clutch was installed sometime in 1950. The car was not driven much after that. Russell and his wife lived on a sailboat and just used the car to go the grocery store and back.

Then in 1958 at 140,000 miles Russell got the idea to put it back in shape, to the earlier condition he once enjoyed. He had a local "mechanic" put in rings, but the compression was so

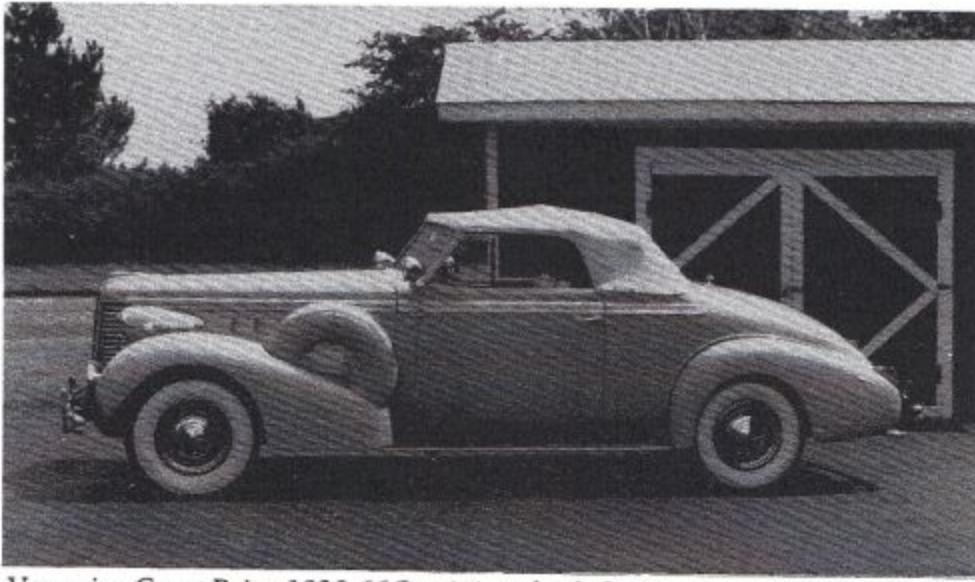
low after the new rings that he became disillusioned and put the car in storage.

The car sat for 18 years until **Jim Fuller** (#737) purchased it in 1976 with 149,000 miles on the odometer. Jim started restoring the car and then sold it to Nick Harrison of Corona Del Mar, Ca. Nick continued the restoration, then sold the car to Dick Osgood in 1980 with 149,553 miles on it. Ron Stigler bought it in 1981 and brought it back to its original hometown, Chicago.

The car was never in a wreck but did have some minor fender scrapes. The right rear fender was replaced due to rust out around the rumble seat step plate. Russell always kept the car lubricated and changed the oil regularly every 2,000 miles.

Here are excerpts from the charming letter Russell sent Dick Osgood.

"The first time I saw the car it was setting in the middle of the floor at the Buick garage. It had just been driven in. They hadn't even parked it. It had 1939 plates on it and dealer plates so they could



Very nice Corot Beige 1938-66C as it is today belonging to **Ron Stigler** (#432) of Downers Grove, near Chicago, Illinois.

drive it in. The family that sold it also had a sedan. They only drove this car during the summer."

"The car was never driven in a rough manner, however I don't mind a little speed at the proper time. At that time there was no other stock car that was better."

"Our regular driving speed was about 72. When necessary, it could be "double clutched" between 40 and 50 into second gear and run up to 70 or 75. The hood would rise when it was shifted

into high gear. I had it up to 100 once, it was still gaining speed. I started to worry about the tires and thought it would be best to slow down!"

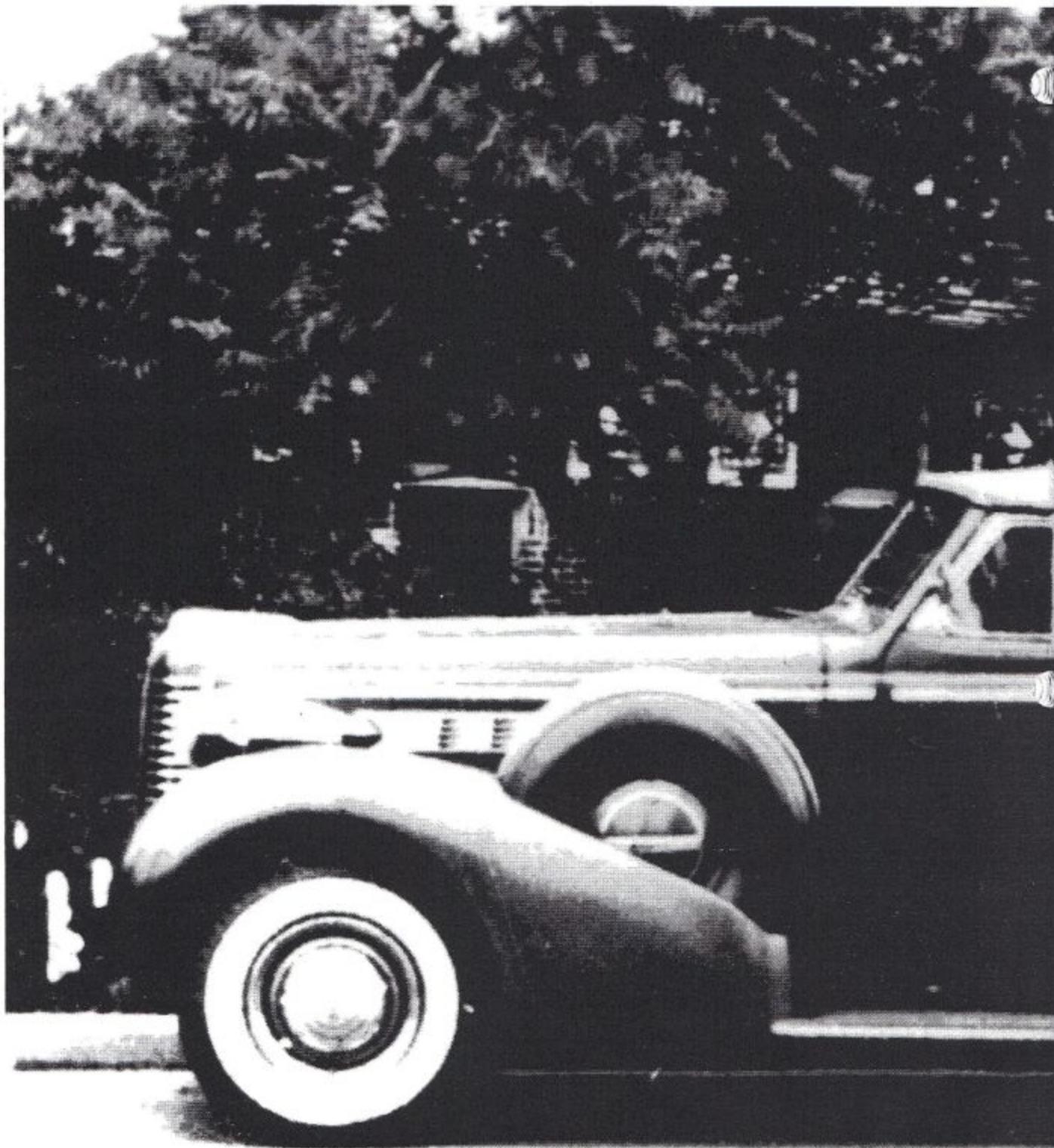
"We have wondered many times what happened to my "dream". I wanted to drive the car again so badly it hurt, but I am not an auto mechanic. I have so many things to do, things that I'm more knowledgeable in than I would be trying to repair a car. One can't have everything in this world that they would like to have!"

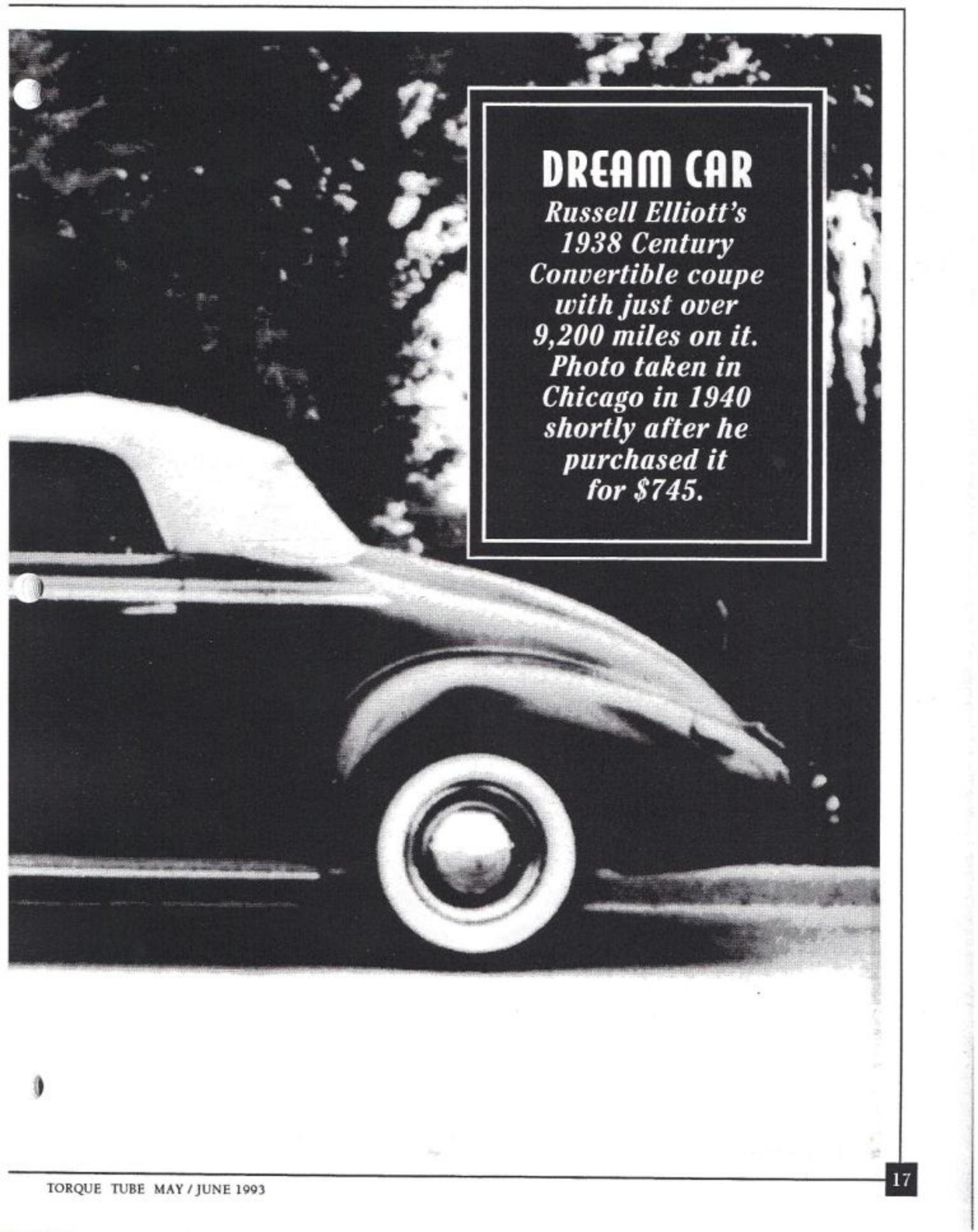
- Russ Elliott

Service Record	
Brick 1938 Century	
9260 MI	Bought 3-26 '40
Transmission changed	10015
Differential	10015
Brake job	10015
Front wheel bearings	replaced 10015
Master brake cylinder	filled 10015
Brake master	10401
Oil Changed (Pennzoil)	10861
Anti rust on radiat	10861
Brake job	11353
"	12514
"	13626
Oil Changed	"
Master Rethream	"
Brake adj	15400
All New Plugs	15200

WEST SIDE BUICK SALES CO. 3900 W. WASHINGTON BLVD.		N° 10147
Sold to Russel E. Elliott 650 N Magnolia St. Chicago, IL. March 26, 1940.		
Shipped via:	Your Order No.	Our Order No.
1 Used Buick Car, S. C. "AS IS"	Rifler	371
Occupational Expense		
CHARGES: Allow. Oldsmobile Conv. Coupe Deposit DUE ON DELIVERY		
\$800.00 30.00 487.35		
767.35		
Sep. 1940 Mr. 654DMOL		
Used the Buick March 27th 1940 West Side Buick Co.		
NOTE: NO WARRANTY IS EXTENDED. We do not guarantee colors or radios.		

Russell kept a detailed record of everything he did to the car. This is the first page of his notebook showing the car had 9,260 miles on the odometer when he purchased it. He bought the car in Chicago, Illinois, on March 26, 1940 for \$745.

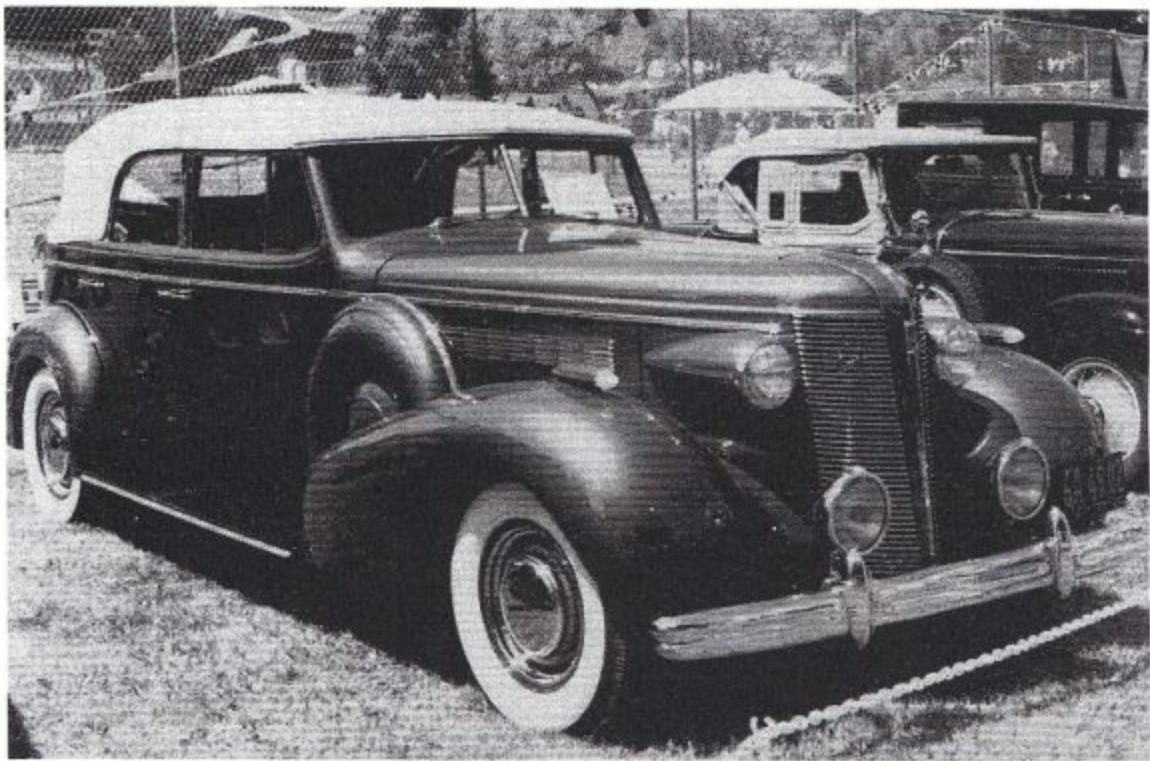




DREAM CAR

*Russell Elliott's
1938 Century
Convertible coupe
with just over
9,200 miles on it.
Photo taken in
Chicago in 1940
shortly after he
purchased it
for \$745.*

VAN KOTEN PERFECTION



Charles Van Koten's (#388) pristine '37-80C gray phaeton shown at the Hillsborough Concours d'Elegance. Hillsborough, south of San Francisco, was the home of Bing Crosby.



Claudia and Charles Van Koten (#388) with their beautiful phaeton.

NEW Members

Walter Laptic (#999)
 RD#2
 New Brighton, Pa. 15066
 '38-41 '38-44 '38-61

Gene Miller (#1000)
 5200 East Oakwood Dr.
 Des Moines, Iowa 50317
 (515) 266-2261
 '38-90

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 1555 Stonehouse Rd.
 Glen Ridge, N.J. 07028
 (201) 743-3866
 '38-46C

Don Lindsay (#1002)
 10809 N. 82nd Pl.
 Scottsdale, Az. 8526
 '37-67

Gonzalo Esparza (#1003)
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 Sante Fe Springs, Ca. 90670
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Ilene Kingsbury (#1004)
 105 Ross Rd.
 Aptos, Ca. 95003
 (408) 688-7403
 '37-41

Gary Glazier (#1005)
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 La Cresenta, Ca. 91214
 (818) 248-1693
 '38-66C

Ted Farber (#1006)
 P.O. Box 1341
 Glen Ellen, Ca. 95442
 '38-67

Frank Devine (#1007)
 149 Southside Dr.
 San Jose, Ca. 95111
 '37-91 '38-90L

Donald Bartlett (#1008)
 P.O. Box 666
 Weatherford, Tx. 76086
 (817) 596-0278
 '38-40C

Gary Joslin (#1009)
 154 San Andreas Ct.
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Technical TIPS



GAS GAUGE NOT WORKING?

By Tony Weiss (#647)

Try removing the gauge and buffing the grounding stripe and instrument cluster housing with crocus cloth. After 55 years there may be a bad ground. And/or if you have cut the fuel line to add a filter or electric pump and reconnected with rubber tubing you may have lost the ground connection as the fuel line clips may have corroded and not provide a good ground.

Buick Technical TIPS

CHECKING YOUR DISTRIBUTOR'S VACUUM SPARK ADVANCE UNIT

You can use your neon timing light to check the operation of your Buicks vacuum spark advance unit. Hook up the timing light the same as for checking ignition timing (two wires to the battery and one clips around the wire from the distributor to number one cylinder's spark plug).

Using a modern 12 volt timing light with my Buicks 6 volt battery produces a faint, hard to see light. So instead, I hook my timing light up to my modern car's 12 volt battery.

Then move the accelerator to increase the engine speed. If the vacuum spark control is working, the timing mark on the flywheel will move according to the throttle opening. If the mark does not move, the vacuum control unit is not working.

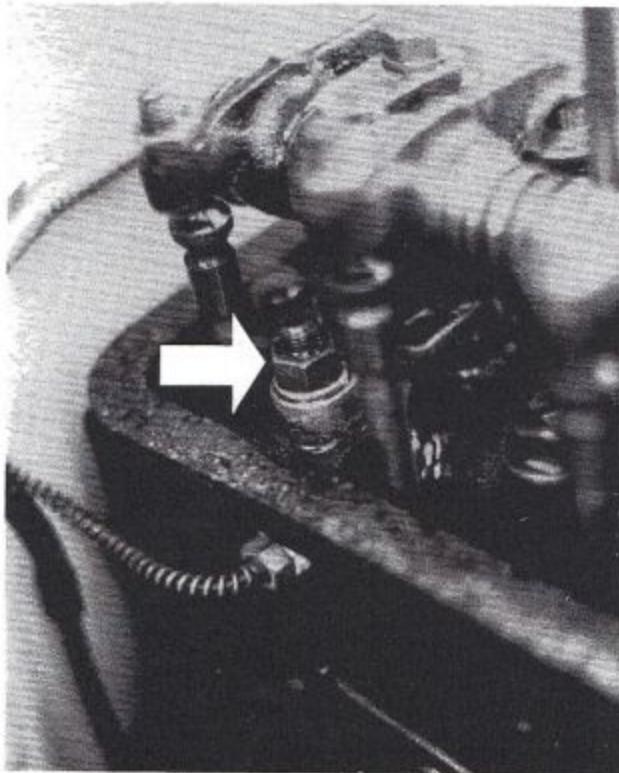
(ED. This tip was based on one appearing in the September, 1937 issue of MOTOR magazine.)

REMOVING THE WATER TEMPERATURE GAUGE BULB

By Harry Logan (#651)

Several members have asked how to remove the temperature gauge bulb (sensor) from the engine head. On my car the bulb came right out, but sometimes it will be stuck to the cylinder head. This happens because the bulb is in the water jacket and thus has coolant flowing around it. The minerals in the coolant over time can cause it to become stuck. You can easily damage a stuck bulb trying to force it out.

I asked Dave Lewis how he does it. He says there is a stud which bolts to a rocker arm bracket directly above the bulb. He first removes the rocker arm assembly, then the stud. This allows direct access to the bulb. Using lots of penetrating oil and gently prying on the bulb will usually get it to come out intact. Then rebolt the rocker arm assembly to the head. No need to readjust the tappets if the adjustments have not been changed.



REAR END SWAPPING

By David Bylsma (#117)

Because of the number of people who called me about a 3.9 ring and pinion gear set I had for sale, I am writing this info on rear end gears.



REAR AXLE GEAR RATIOS

YEAR	MODEL	40	50	60	70	80	90
1936		4.44:1	-	3.9:1	-	4.22:1	4.55:1
1937		4.44:1	-	3.9:1	-	4.22:1	4.625:1
1938		4.44:1	-	3.9:1	-	4.18:1	4.55:1
1939		4.44:1	-	3.9:1	-	4.18:1	4.55:1
1940		4.44:1	4.4:1	3.9:1	3.9:1	4.18:1	4.55:1
1941		4.44:1	4.4:1	3.9:1	3.9:1	-	4.18:1
1942		4.44:1	4.1:1	3.9:1	4.1:1	-	4.55:1
1950		4.1:1	4.1:1	3.9:1	3.9:1		
1951		4.1:1	4.1:1	3.9:1	3.9:1		
1952		4.1:1	4.1:1	3.9:1	3.9:1		
1953	(Standard)	4.1:1	4.1:1	3.9:1	3.9:1		
1953	Automatic	3.6:1					
1954	(Standard)	3.9:1	3.9:1	3.9:1			
1954	(Automatic)	3.6:1	3.4:1	3.4:1	3.4:1		
1955	(Standard)	3.9:1	3.9:1	3.9:1	3.9:1		
1955	(Automatic)	3.6:1	3.4:1	3.4:1	3.4:1		

From the chart, you can find the ratio you would like. I installed a 3.4 in my 1938 Century and love it. It slowed my engine speed down by 10 miles an hour at 60 mph. So when the car is going 60 mph, the engine is only going 50 mph. **Al Anderson** (#723) in New Jersey put a 3.4 rear in his '37 Special and loves it. It slowed his engine speed down by about 20 mph when the car is going 60 mph. Al said he does not

have to down shift going up hills. In my opinion, the 3.4 is the rear to go with. If you want to change the rear in a Limited, about the only thing you can do is get a 4.18 rear from an 80-90 Series car. A '38 Roadmaster rear will work. But in '40 the Roadmaster became the 70 Series. And in doing so the 70 Series housing is the size of the 60 Series housing and will not fit into a '37 or '38 Limited axle housing.

HERE IS A GUIDE TO REAR END SWAPPING:

In writing this article, I'm going on the assumption that you already know the mechanics and the components from the transmission to the rear axles.

1. Check the Gear Ratio Chart (on page 21) and find the rear end ratio you want. When you find a car with the rear you desire, count the teeth. Divide the ring gear teeth by the pinion teeth. That will tell you the ratio. Remember, it's quite possible that someone could have changed the rear end in that car. It's important make sure you do this calculation to verify you have the right rear end gear ratio.

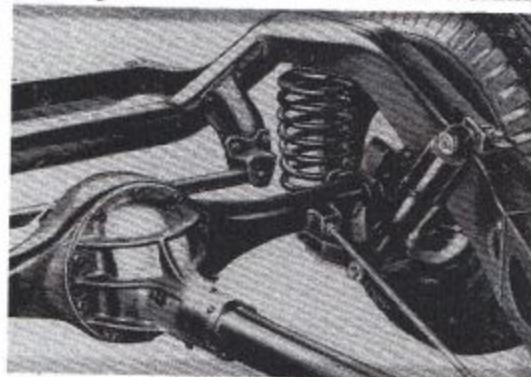
2. Carefully measure the length of your original drive line housing from the flat side of the differential carrier to the flat end of the torque tube. Mine measured $64 \frac{3}{4}$ " but yours may be a little different and that's not critical. (Fig. A)

3. Now compare the flange area of your original differential carrier (See Fig. B) with the new (later model) carrier. The flange is the part of the carrier the bolts go through to hold it to the axle housing. You will see that the new carrier flange is thicker than the original. Mike the original flange and have the new carrier flange milled to the same thickness. This cost me about \$50 at a local machine shop.

4. Now measure the new, milled down, length of the new differential carrier. (See Fig. C) Subtract this from your original differential carrier and torque tube measurement made in step 2. That will tell you what the correct length that your original torque tube should now be.

5. Cut the rivets off your original differential carrier and press it off the original torque tube. (See Fig. D)

6. Cut the new torque tube approximately 4" from the flange that bolts that torque tube up to the new differential carrier. (See Fig. E)



7. You will now see the **outside diameter** of the original tube is about the same size as the **inside diameter** of the new torque tube. You can slide the 4" long section of the new tube over the original tube to get the length you measured in Step 4. Weld the new flange to the original torque tube. After welding you may have to put it in a lathe and have it machined to make the flange face square with the torque tube. If necessary, cut the original torque tube so it will not poke out past the backside of the 4" long new flange.

8. Now, remove the new pinion gear from the new drive shaft. Measure the distance from the splined end of your new pinion gear to the center of the pin hole. (Part 1, Fig. G)

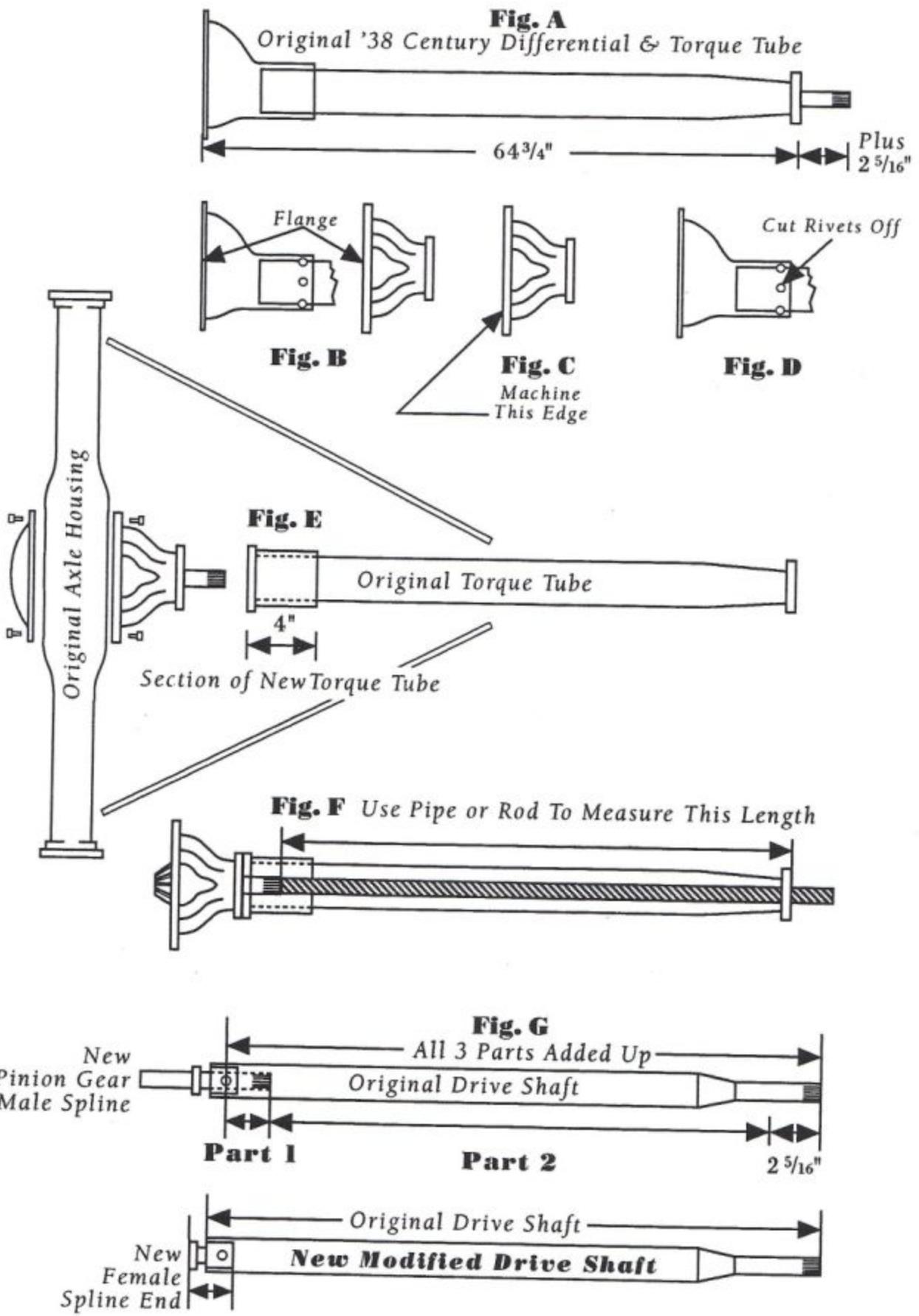
9. Now put the whole assembly together including the new pinion gear. (See Fig. F) Put a pipe or something long enough inside the torque tube until it slides back and hits the end of the pinion gear. Mark the pipe at the front end of the torque tube. This will give the length you need for that section of the modified drive shaft. (Part 2, Fig G)

10. Add the measurements in step 8, step 9 and $2 \frac{1}{8}$ " to find the length of your new modified drive shaft from the male splined end to the pin hole. (See Fig G)

11. You will have to machine off the old female splined end from your original drive shaft. Take the female end from the **new drive shaft** and have it machined to fit **inside the original drive shaft**.

12. Cut the original drive shaft so that when the new female splined end is inserted you get the male splined end to the pin hole dimension in Step 10. (Fig. G)

This rear end swap is not as difficult as it seems. These steps are only to serve as a guide to what you and your machinist will find as you get into the project. Talk it over to find your best approach.





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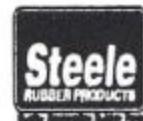
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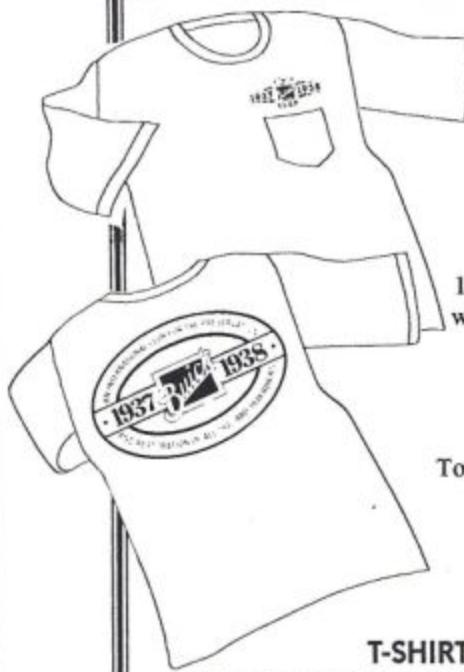


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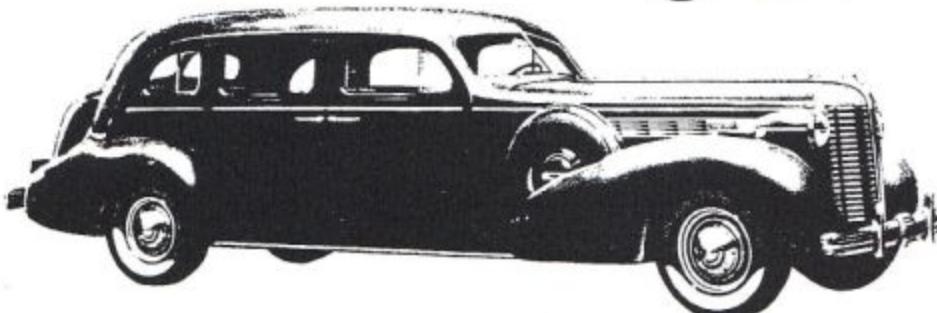
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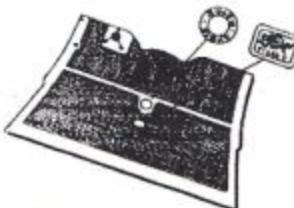
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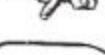
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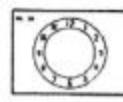
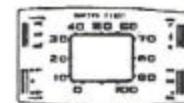
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